

LITERARY NOTES.

Mr. Steadman's edition of Austin Dobson's poems will be ready at Henry Holt & Co.'s next week. Several pieces in the collection have not been published before.

The cheap edition of Thomas Hughes's "Mansions of Christ" will differ from the original in having paper binding instead of cloth. The popularity of this book has been very much greater than was expected.

The fifth and final volume of Theodore Martin's "Life of the Prince Consort" is prepared for the middle of March. Occupied as it is with a narrative of the later days of the Prince, it will have a special interest and value.

Poe's "Poems" have been brought out by W. J. Widdleton, in what is known as the Diamond Edition. A number of Poe goes with them. Mr. Widdleton expects to have in a few weeks an edition for this market of J. H. Ingram's volume on Poe, which is now in press in London, and on which Mr. Ingram has been long engaged.

The revival of interest in the first Napoleon has led to the issue of new editions of "Napoleon in Exile" and "Napoleon's Exile." The former work, being in two volumes and the latter in four. Both books had a great sale years ago, and have now a new and more extensive sale.

J. Brander Matthews's "Theatres of Paris" will be one of the most interesting, giving information, as it will, on a subject which many a reader has sought in vain to acquaint himself with. Mr. Matthews has made a personal visit to the Paris theatres, and had access through acquaintance with M. Cognigni of the Theatre Francaise, to an exact knowledge of affairs behind the stage as well as in front of it.

Marcus B. Hulsh, who has been impressed with the daily want of a book of reference wherein the student in art could learn where and how to obtain instruction, and the artist could turn for information to where and how he could exhibit his work; also where the collector could find when a certain picture was sold, and when a certain engraving was published.

William Cary, an English gentleman, some twenty years ago attempted to give a foreign name, was either a Christian or a European, an outline of English politics, the foreigner being at that time engaged in reading English history for an examination at one of the Inns of Court. This experience has led Mr. Cary to write a book for the convenience not only of "intelligent Frenchmen, who do indeed make a great many mistakes about English things, but of English gentlemen, who do not know enough about France to be able to understand the meaning of certain references employed in political writings.

Advertisements for the NEW-YORK TRIBUNE will be received at the office of the publisher, No. 125 Nassau-st., New York, until the 15th inst. at which time they will be closed.

THE WOMAN'S EXTRA. PRACTICAL DIRECTIONS FOR FANCY WORK. PATTERNS IN KNITTING AND CROCHET. THE WOMAN'S EXTRA, No. 59, New Ready, PRICE 10 CENTS. Contains over 200 Practical Directions in Knitting and Fancy Work.

THE TRIBUNE ALMANAC, 1880. This comprehensive, accurate and convenient manual of reference for the politician and for the business man is now ready and for sale at the office of publication, as well as at the bookstores and newsstands, or will be sent by mail on receipt of price.

Country Property for Sale and To Let.

AT ORANGE, N. J. (neighborhood specialty). Property for sale and rent, on beautiful estate, 120 acres, with water, fruit, and other improvements. Price \$100,000. EDWIN W. WELLS, 125 Broadway, N. Y.

A VILLA on the Hudson at Yonkers, N. Y. A large, high-class, 21-room brick Gothic residence, with all modern improvements. Price \$100,000. EDWIN W. WELLS, 125 Broadway, N. Y.

A LARGE NEW HOUSE with one acre of land at station on Central Railroad of New Jersey, near Summit, N. J. Price \$100,000. EDWIN W. WELLS, 125 Broadway, N. Y.

PLEASANT FARM—One hour from New York. 100 acres, with water, fruit, and other improvements. Price \$100,000. EDWIN W. WELLS, 125 Broadway, N. Y.

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Ocean Steamers.

AMERICAN LINE. FOR QUEENSTOWN AND LIVERPOOL. The "AMERICAN" will sail on Monday, March 8, at 10 a.m. for Queenstown and Liverpool. EDWIN W. WELLS, 125 Broadway, N. Y.

RED STAR LINE—FOR ANTWERP. The "RED STAR" will sail on Monday, March 8, at 10 a.m. for Antwerp. EDWIN W. WELLS, 125 Broadway, N. Y.

GENERAL TRANSATLANTIC COMPANY. BETWEEN NEW YORK AND HAVANA. The "GENERAL" will sail on Monday, March 8, at 10 a.m. for Havana. EDWIN W. WELLS, 125 Broadway, N. Y.

GUION LINE. UNITED STATES MAIL STEAMERS. The "GUION" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

IMPERIAL GERMAN MAIL. HAMBURG, BREITENBURG, and HANNOVER. The "IMPERIAL" will sail on Monday, March 8, at 10 a.m. for Hamburg, Breitenburg, and Hannover. EDWIN W. WELLS, 125 Broadway, N. Y.

NEW-YORK AND HAVANA DIRECT MAIL. The "NEW-YORK" will sail on Monday, March 8, at 10 a.m. for Havana. EDWIN W. WELLS, 125 Broadway, N. Y.

N. Y. HAVANA AND MEXICAN MAILS. The "N. Y." will sail on Monday, March 8, at 10 a.m. for Havana and Mexico. EDWIN W. WELLS, 125 Broadway, N. Y.

PACIFIC MAIL STEAMSHIP COMPANY. The "PACIFIC" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

ROTTERDAM LINE. The "ROTTERDAM" will sail on Monday, March 8, at 10 a.m. for Rotterdam. EDWIN W. WELLS, 125 Broadway, N. Y.

WHITE STAR LINE. UNITED STATES MAIL STEAMERS. The "WHITE STAR" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

PROPOSALS FOR ARTILLERY HORSES. The "PROPOSALS" will be received at the office of the Secretary of the War Department, New York, until the 15th inst.

Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD. The "BALTIMORE" will sail on Monday, March 8, at 10 a.m. for Baltimore and Ohio. EDWIN W. WELLS, 125 Broadway, N. Y.

CENTRAL RAILROAD OF NEW-JERSEY. The "CENTRAL" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

NEW-YORK AND LONG BRANCH DIVISION. The "NEW-YORK" will sail on Monday, March 8, at 10 a.m. for Long Branch. EDWIN W. WELLS, 125 Broadway, N. Y.

FREEDLAND AND NEW-YORK RAILWAY. The "FREEDLAND" will sail on Monday, March 8, at 10 a.m. for Freedland and New York. EDWIN W. WELLS, 125 Broadway, N. Y.

NEW-JERSEY SOUTHERN RAILWAY. The "NEW-JERSEY" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

NEW-YORK AND PHILADELPHIA NEW ROUTE. The "NEW-YORK" will sail on Monday, March 8, at 10 a.m. for Philadelphia. EDWIN W. WELLS, 125 Broadway, N. Y.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROADS. The "NEW-YORK" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

PENNSYLVANIA RAILROAD. The "PENNSYLVANIA" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

TO PHILADELPHIA VIA NEW-YORK AND PHILADELPHIA. The "TO PHILADELPHIA" will sail on Monday, March 8, at 10 a.m. for Philadelphia. EDWIN W. WELLS, 125 Broadway, N. Y.

TO PHILADELPHIA VIA NEW-YORK AND PHILADELPHIA. The "TO PHILADELPHIA" will sail on Monday, March 8, at 10 a.m. for Philadelphia. EDWIN W. WELLS, 125 Broadway, N. Y.

THE Erie Railway. The "THE Erie" will sail on Monday, March 8, at 10 a.m. for various ports. EDWIN W. WELLS, 125 Broadway, N. Y.

THE MONEY MARKET.

The imports of merchandise at the port of New York for the week ended yesterday amounted to \$13,879,018, against \$7,937,063 for the same week of 1879; and the exports for the week ended March 2 amounted to \$5,293,449, against \$5,763,153. The total foreign commerce of New-York since January 1 to the date before named has been: Imports, \$83,490,854; exports, \$47,748,114; excess of imports over exports, \$35,742,740. For the same time of 1879 it was as follows: Imports, \$67,914,299; exports, \$53,723,200; excess of imports over exports, \$14,191,099. The balance of foreign trade against New-York for the first nine weeks of this year is \$11,765,917 greater than it was for the same time last year. From the figures published last week by the Bureau of Statistics at Washington, we learn that for the month of January the foreign commerce of the whole country was: Imports—1880, \$55,170,518; 1879, \$53,515,040; exports—1880, \$30,906,993; 1879, \$30,490,194; balance in favor of the United States—1880, \$11,662,212; 1879, \$23,024,848. If at other ports the movements of the month of February compare with February, 1879, relatively as do the movements at New-York—and there is little or no reason to suppose the contrary—the favorable balance of \$11,662,212 which existed at the end of January has been transferred to the other side of the account.

The bank statement yesterday proved to be about what the various movements of the week indicated it should be. The reduction of \$1,892,329 in the amount of the New-York Treasury bonds, and the issue of \$1,892,329 of new bonds, will be money that the reserves of the banks were reduced only \$1,385,900 by a loss of \$2,037,600 legal-tenders, less a gain of \$641,700 specie. Loans were reported as increased to \$43,000,000, and deposits to \$297,135,500. The changes noted call for an increase of \$2,300,000 in the deposits, which, however, are reported as increased to \$43,000,000, and deposits of about \$1,000,000, which is more likely to be due to Government bond transactions than to shipments of country bank notes.

The following comparative totals of the statements of February 28 and March 6:

Table with columns: Feb. 28, March 6, Difference. Rows: Loans, Deposits, Legal-tenders, Specie, Total assets, Total liabilities.

The following shows the relation between the total reserve and the total deposit liabilities:

Table with columns: Feb. 28, March 6, Difference. Rows: Total reserve, Total deposit liabilities, Excess of reserve over liabilities.

The closing quotations Saturday were as follows:

Table with columns: Bond Name, Price, Change. Rows: U.S. 1881, U.S. 1882, U.S. 1883, U.S. 1884, U.S. 1885, U.S. 1886, U.S. 1887, U.S. 1888, U.S. 1889, U.S. 1890, U.S. 1891, U.S. 1892, U.S. 1893, U.S. 1894, U.S. 1895, U.S. 1896, U.S. 1897, U.S. 1898, U.S. 1899, U.S. 1900, U.S. 1901, U.S. 1902, U.S. 1903, U.S. 1904, U.S. 1905, U.S. 1906, U.S. 1907, U.S. 1908, U.S. 1909, U.S. 1910, U.S. 1911, U.S. 1912, U.S. 1913, U.S. 1914, U.S. 1915, U.S. 1916, U.S. 1917, U.S. 1918, U.S. 1919, U.S. 1920, U.S. 1921, U.S. 1922, U.S. 1923, U.S. 1924, U.S. 1925, U.S. 1926, U.S. 1927, U.S. 1928, U.S. 1929, U.S. 1930, U.S. 1931, U.S. 1932, U.S. 1933, U.S. 1934, U.S. 1935, U.S. 1936, U.S. 1937, U.S. 1938, U.S. 1939, U.S. 1940, U.S. 1941, U.S. 1942, U.S. 1943, U.S. 1944, U.S. 1945, U.S. 1946, U.S. 1947, U.S. 1948, U.S. 1949, U.S. 1950, U.S. 1951, U.S. 1952, U.S. 1953, U.S. 1954, U.S. 1955, U.S. 1956, U.S. 1957, U.S. 1958, U.S. 1959, U.S. 1960, U.S. 1961, U.S. 1962, U.S. 1963, U.S. 1964, U.S. 1965, U.S. 1966, U.S. 1967, U.S. 1968, U.S. 1969, U.S. 1970, U.S. 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